

HAVE YOU TRIED
"POMRIL"
(PURE APPLE JUICE).
\$1.00 PER ONE DOZ. QUARTS.
\$6.00 PER TWO DOZ. PINTS.
SOLE AGENTS—
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

JUBILEE
PILSENER BEER.
IN HOCK BOTTLES.
PER CASE OF 4 DOZ. QTS. \$13.
" " 6 " Pts. \$13.
SOLE AGENTS—
H. PRICE & CO.

No. 13,487 號七十九百肆千零一月日

日九月肆年柒十二號光

HONGKONG, WEDNESDAY, JUNE 5TH, 1901.

參年

萬伍月陸年壹零百九千壹英港香

PRICE, \$2^{1/2} PER MONTH

WATSON'S
"E"
EVERY OLD LIQUEUR
SCOTCH
WHISKY.
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. A. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKY,
Solo Shippers—CUTLER, PALMER & CO.,
obtainable in Hongkong of their Agents.
SIEMSSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN
NET

SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9 p.m. 9.00 to 11.45 p.m., very 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS as on Week Days.
Saturdays.
EXTRA CARS at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901.

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

MCKIRDY & CO.,
43 & 44, QUEEN'S ROAD EAST,
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

W.M. PARLAME,
Manager.
Hongkong, 17th February, 1899.

CHAMPAGNE.

JUST LANDED, A FRESH SUPPLY OF
POMMERY AND GRENO, SEC. AND
EXTRA SEC.
PER CASE OF 1 DOZEN BOTTLES..... \$55.00
Telephone No. 75. 2 " 1 BOTTLES..... 58.00
SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

15, Queen's Road, Hongkong, 24th May, 1901.

WINE AND SPIRIT MERCHANTS.

COTTAM & CO., HONGKONG HOTEL BUILDINGS.

CELLULAR CLOTHING.

A FULL STOCK OF
TENNIS SHIRTS, DAY SHIRTS AND SINGLETS.

PLAQUE SPECIFIC.

WATKINS * CHOW-SUI DISINFECTING FLUID (NON-POISONOUS).

Recommended by the Highest Medical, Scientific and Sanitary Authorities.
This Fluid is a most powerful Germicide and Disinfectant, and destroys the Microbes of
BUBONIC PLAGUE, SMALL-POX, ASIATIC CHOLERA, YELLOW FEVER,
TYPHOID FEVER, GLANDERS, DIPHTHERIA, SCARLET FEVER, AND
PHthisis. NON-POISONOUS, NON-CORROSIVE, SOLUBLE IN WATER, AND
MORE POWERFUL THAN CAEBOULIC ACID.

WATKINS, LIMITED.

PHOTO-PLATES, PAPERS
GRAPHIC AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

THE VICTORIA DISPENSARY HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

LANE, CRAWFORD & CO.

BEDSTEADS.
100 BEDSTEADS IN BRASS AND IRON
AND ALL BRASS.

100 WIRE SPRING MATTRESSES.

TO MAKE ROOM FOR NEW STOCK, LANE, CRAWFORD & CO. ARE
OFFERING THE ABOVE AT GREATLY REDUCED PRICES. AN INSPECTION
IS INVITED.

LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC, C.P. & CO.'S INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$10.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSEN & CO., HONGKONG.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED

is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

W.M. PARLAME,
Manager.

Hongkong, 17th February, 1899.

KELLY & WALSH, LTD.

NEW BOOKS.

Sanitary Engineering: A Practical Treatise on the Collection, Removal and Final Disposal of Sewage—the Design and Construction of Works of Drainage and Sewage with Numerous Hydraulic Tables, Formulas, &c., &c., by Col. E. C. S. Moore..... \$20.00

New Tables for the Complete Solution of Ganglione and Kettler's Formula, by Col. E. C. S. Moore..... 9.00

Mount Ome and Beyond: A Record of Travel on the Tibetan Border, by Arch. Little..... 6.50

These from the Land of Simin: Essays on the Chinese Question, by Sir Robert Hart..... 3.50

A Year in China, 1899-1900, with Special Chapter on Admiral Seymour's Expedition by Clive Bigg..... 5.00

Central Electrical Stations: Their Design, Organisation and Management, by C. H. Worthington..... 15.00

A Subaltern's Letters to his Wife..... 2.25

Sporting—One of the most striking and readable books on the Boer War.....

Sole Agents for the Far East.

THE YOST TYPEWRITER.

Boxing: The Modern System of Glove Fighting, by Capt. W. Edgeworth-Johnstone..... \$1.75

Edward Blake, by C. M. Sheldon..... 1.50

A Honeymoon in Space, by George Griffiths..... 1.50

20 GOLD MEDALS.

AWARDED GOLD MEDAL, PARIS, 1900.

SOLE AGENTS for the Far East.

THE YOST TYPEWRITER.

JOHN BULL takes only the BEST.

The World's Record order for Typewriters.

156 YOTS,

has been given by H. M. Government, who

now use nearly

1,000 YOTS MACHINES.

20 GOLD MEDALS.

AWARDED GOLD MEDAL, PARIS, 1900.

SOLE AGENTS for the Far East.

THE PEAK HOTEL.

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

150

THE PEAK HOTEL.

City Office: 7, Duddell Street.

HOTEL CRAIGIEBURN.

PLUNKETT'S GAP, The PEAK, near the

Tram Terminus.

Tel. 50.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900.

53

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsome Furnished and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

51

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-

rooms, elegantly furnished.

The Hotel is situated near all the Banks and

allowed to go to and fro in the centre of the town? Because, perhaps, Mr. May wishes the public to be familiar with the sight and be free from panic. Very nice indeed!

In the last sentence of Mr. May's statement, quoted above, he spoke of "how many police to prevent that being done." I would answer in the case of Old Bailey—only one—(European, of course) with strict orders to allow dead bodies being placed at the gate, and stop the procession of dead-bodies.

Anyhow, somebody must be responsible for this objectionable practice of bringing corpses into the centre of the town when there is a mortuary to receive them.

The insertion of the above will greatly oblige.

—Yours, etc.

VOX POPULI.

TO THE EDITOR OF THE "DAILY PRESS."

4th June.

SIR.—Amongst the plague scandals, "Inquirer" may like to know that there is nothing more disgusting than the treatment of Chinese deaths. When a death occurs, *no matter from what cause*, if it is reported to the police, the corpse is removed to the Kennedy mortuary; if reported to the Registrar-General, an inspector of nuisances, whose scientific knowledge may be a little better than that of a common coolie, is sent by the Sanitary Board to examine the corpse before it is allowed to be confined and taken out of the premises. In this way it is generally detained in the house for a whole day, and sometimes overnight, if—in the opinion of the inspector, the case is suspicious, before it can be buried. In hot weather like this, changes may have taken place in the body before the sanitary enquiry can find time to visit it. I am sure the result of such delay is not very pleasant. The moment a report is received the M.O.H. or some one qualified to act for him, should go at once and decide the case on the spot.—Yours, etc.,

BETTER CIVILISATION.

POLICE COURT.

Tuesday, 4th June.

BEFORE MR. HAZELAND.

THE RECENT FIRE IN BEACONFIELD ARCADE. An enquiry was opened into the circumstances of the fire at the Salom Richelet hairdressing shop, 11, Beaconfield Arcade, on the 21st ult. Mr. Hastings watched the case on behalf of the owners of the premises, and Mr. Robinson on behalf of the Commercial Union Insurance Company.

Edward da Roza, part owner of the Salom Richelet, was examined. He said he started business on 1st February last. Assisting in the shop were his brother, a Portuguese (who died three days after the fire), and a Chinese. The shop was closed at a quarter-past eight on the evening of the 21st ult., witness going to the Victoria Hotel and thence to his house in Wan-chai, which he reached at a quarter to nine. The first intimation witness had of the fire was when he went to open the shop next morning; he had heard nothing about it during the night. The time for opening the shop was from a quarter to eight to eight o'clock. On opening the door witness found the shop burst out and an Indian policeman in charge. When witness closed up on the previous night, all the lights were turned out. The total value of the stock and fittings was about \$29,000. (This sum witness afterwards modified to \$27,000.) The inventory produced was approximately a sum and correct one of the value of the stock and fixtures. Since 1st February about \$400 worth of goods had been sold. Witness could suggest no theory as to how the fire had occurred. It was possible, as he had already told an inspector of police, that the bottles of perfume exploded and set fire to the premises. All perfume was liable to explode in warm weather. Witness was insured in the Commercial Union Insurance Company, to which company his broker had given notice of the liability of the perfume to explode. The brother took a bottle of the lotion "Da Roza" to the company's offices to show that it was dangerous. Witness had put in a claim for \$25,000. On the day before the fire the Sanitary Board people disinfected the shop, and left in the middle of the floor an earthenware bucket full of an effervescing substance. The shop was then closed by the sanitary authorities and witness and his assistants forbidden to enter.

His Worship—I don't suppose that had anything to do with it.

Witness, continuing, said his special lotion, "Da Roza," contained kerosene. He also sold vaseline, a product of petroleum. Witness arrived in Hongkong from Shanghai on 10th January, and brought with him between fifteen and sixteen thousand dollars' worth of merchandise, weighing over eight tons. All this was stored in the shop.

By Mr. Robinson.—The value of the merchandise brought from Shanghai was between fifteen and sixteen thousand dollars, as he had said. The weight was made up in perfumery and furniture.

Mr. Robinson went over the items on the inventory—nearly two hundred—and had each explained by the witness, when explanation was necessary.

The hearing was afterwards adjourned until 2.15 p.m. on Friday.

BEFORE MR. KEMP.

TIRE OF LIFE.

Young Sui, widow of middle age, was charged with attempting to commit suicide on the 3rd inst. The circumstances of the case showed the defendant to be thoroughly tired of life.

She was for two years in the service of an Italian family as washerwoman, having adopted that means of earning a livelihood when her husband died. Ten days ago she made the first attempt at self-destruction, striking herself repeatedly on the head with a heavy piece of wood, and inflicting severe but not serious injuries. Her mistress sent her to the Government Civil Hospital, from which institution she was discharged on Monday, apparently cured of her mania. That such was far from being the case was, however, conclusively shown by the fact that she walked straight from the hospital to the Praya and threw herself into the water. A Chinese boy of about fourteen witnessed the act and plucked her to the rescue of the woman, who was diving her depth. With the assistance of an

Indian constable, the boy succeeded in dragging the would-be suicide ashore. The constable then took her to the police station.

His Worship—Is anything known about the woman—why she should attempt to commit suicide?

Inspector McNab—Her husband is dead, and she has no home.

She was sentenced to seven days with hard labour.

OPUM.

For the unlawful possession of ten taels of prepared opium, four taels of raw opium, and five taels of dried opium, a coolie went to prison for four months with hard labour in default of paying a fine of \$350.

A second coolie was fined \$75, with the alternative of three months' hard labour, for being in unlawful possession of two taels of opium. He also went to prison.

Fifty dollars' fine or two months' hard labour was the sentence passed upon a third coolie who had no certificate for the five taels of dried opium found in his possession. Financial straits obliged him to take the two months.

RETURNING FROM BANISHMENT.

Chan Fuk, of no occupation, pleaded guilty to returning from banishment on the 3rd inst., and was sentenced to one year's hard labour. He was banished from the colony on 18th March.

SONNET.

There comes a pleasing hour when brightest day
Wanes into softness, and the sunset glow
Sends kindly warmth, cool winds below
Arise; ambrosial odours heat and play
Over fevered temples. Youth can never stay
The ruthless arm of time which strikes us low.
Bends heads, dims eyes, makes our movements slow,
And shrouds us with the resture of decay.
But yet to live so that, when life is done,
Some joy remains and all was not in vain.
One task achieved, whose memory will rain
Cool drops—be that the sin of life begun
In heat and strife. When vigour, health have fled,
Come peace, like this soft sunset o'er my head.

INCISE.

CANTON.

SHIPPING IN SOUTH-EAST ASIA.

The following is from an article in the *Shipping Gazette* on the transference of the Holt and Scottish Oriental lines to the German flag:—

We read that the change appears to have made no appreciable difference in the conditions of British trade in Siam. It may not be perhaps for the moment, but that it will in the end do British commercial interests any good, it is impossible to suppose. Already, good it would appear that some shippers, especially Chinese, are disatisfied, because coasting rates have been kept very high. In this state of things it is not pleasant to think that the only two regular lines connecting the Siamese capital with the nearest British colonies are now German-owned. It is a little surprising not to find in this Blue-book some reference to the results which have ensued so far as Singapore is concerned, but that the "deal" has exercised a far-reaching influence is obvious from the fact that as far away as British North Borneo its consequences are noted. It is stated that "a great part of the trade of the country has passed into German hands since the transfer of the ships of Messrs. Holt's blue funnel line to a firm of that nationality." That is precisely the consequence which was to be apprehended. The Germans do not embark in maritime enterprises for the purpose of making money immediately. They may not be wholly innocent of that sordid motive, but as a rule their shipping undertakings go hand-in-hand with carefully prepared schemes for the development of German commerce. They are content, at all events at first, to wait, knowing that they must ultimately reap. In our own case the impression rather is that British trade exists or ought to exist for the convenience of British shipping, and that only to this extent is there any connection between commerce and shipping.

The police were informed and Inspector Branagan, of the Marine Police, boarded a Chinese *tongkang*, No. 300, lying off Beach Road. There he found a Hockien named Ng Chin Sing, the only survivor out of the crew of six who sailed from Singapore for Siaik on the 22nd ult. with a general cargo. On inquiry, Inspector Branagan gathered the following horrible account of murder and piracy:—

The *tongkang* left Singapore Harbour about

5 p.m. on the 22nd for Siaik and all went well until about 2 p.m. on the 23rd ult., when Karimion Island was sighted. There is not the slightest danger of any more trouble from the Boxers, and there is not the remotest prospect that the Government troops will be massed with an idea of giving the allied troops any trouble. The Boxers or government troops might get together and cause slight trouble at some one place, but even this, in my opinion, is highly improbable. Peace negotiations are progressing satisfactorily, and I believe order will be restored in China without further friction between any of the parties in interest.

"When I left Peking, the foreign Ministers

were making rapid progress toward agreeing

upon some general plan for the collection of

indemnities. The idea was that there should

be some uniformity in the basis of indemnity

claims, and the several Ministers, acting under

instructions from their respective Governments,

were struggling with the task of coming to

some understanding among themselves. I am

prepared to say that China is ready and willing

to pay any reasonable indemnity. Just what

the total indemnity will amount to is impossible

to say at this time, for no attempt has been

made to ascertain the war expenses of the

several nations."

Information of the horrible crime, says the

Times, was first brought to Singapore by the

master of the steamer *Glanggi*, who reported

to the Master Attendant's office at 9 o'clock on

Saturday night that he had towed a *tongkang*

from Sultan Shool to Singapore harbour with

only one man in it out of a crew of six. The

other five, the master alleged, had been killed

and thrown overboard.

The police were informed and Inspector

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Chinese *tongkang*, No. 300, lying off Beach

Road. There he found a Hockien named Ng

Chin Sing, the only survivor out of the crew

of six who sailed from Singapore for Siaik on

the 22nd ult. with a general cargo. On

inquiry, Inspector Branagan gathered the

following horrible account of murder and

piracy:—

THE SEOUL-FUSAN RAILWAY.

The Seoul-Fusan Railway Company received the formal grant for the construction of the railway on the 13th ult., when the first course of the subscription for its shares was finished.

As the company is to begin the construction works in a few days when the masters connected with the capital are finished and the inaugural general meeting has been held, we think it proper to give here a short description of the route of the railway. Between Seoul and Fusan, which are the termini of the railway, it touches many important places.

Starting from Seoul, after an interval of 25 miles, the route passes Suwon, an historical place in the China-Japan war. The Chikan, the famous gold mine worked by Baron

Shibusawa and Mr. Soichiro Asano, lies at

a distance of 103 miles from Seoul along the railway. At Wonsan, next to Chikan,

the railway branches to Kanghyong. This place is notable for the fact that it reaches

the river communication from Gunnan, an open

port. The railway company will carry the

materials for the railway construction to Kang-

hyong via Gunnan. The branch line is not

formally mentioned in the memorandum con-

cluded between the Korean and our Govern-

ments in connexion with the railway. But in

view of the fact that the branch line is a *raison d'être* of the railway, there is no possibility of

its being done away with even after the

whole railway is constructed. As far as

Woman the route is rather easy, but beyond

that place the railway enters the most hilly

portion of the peninsula, where the route

crosses the mountain range of Chuphongnyang.

Just before the railway goes among the

mountains, it touches at Keumwan, which, as

well as Fyong, is also a place where the

railway touches, are the centre of the growing

productions. At a point 215 miles from Seo-

ul, the route comes to Taiku, which is a pretty

city with a population of over ten thousand.

From this place the railway goes straight to

Fusan after covering a distance of 287 miles.

The traffic will be made by train running 27

miles per hour, so that the whole length will be

done in 10 or 12 hours.—*Japan Times.*

with the evidence of the awful crime that has

been committed still plainly visible.

The unfortunate Chinaman has been sent to

hospital. The wounds have apparently been

inflicted by a razor-edged instrument and are

clean cuts. The victim is not in a dangerous

condition and is expected to recover.

The Karimion route lies about 56 miles south-

west of Singapore and is in Dutch territory.

Three or four pirates have been committed

this year in the neighbourhood of the Singapore

harbour, but they were on a small scale and

were not attended with such great loss of life

as this one, which claimed five victims. This is

undoubtedly the worst case that has occurred

in Singapore for the last ten years. This daring

case of piracy has probably been committed

by the same gang who committed the previous

NEW ADVERTISEMENTS

WANTED—A well-qualified and experienced CHINESE CLERK, able to Write and Translate Chinese into English and vice versa.

Apply—
M. B.
Care of Daily Press Office,
Hongkong, 5th June, 1901. [1426]

NOTICE.

THE PARTNERSHIP in our FIRM of Mr. HENRY CRAWFORD and Mr. JOHN McCALLUM expired on 31st March, 1901. Mr. ALFRED HOLLAND SKELETON, Mr. DUNCAN CLARK and Mr. FRANCIS CUMMING WILFORD were admitted as PARTNERS on 1st April, 1901.

LANE, CRAWFORD & CO.
Hongkong, 5th June, 1901. [1422]

NOTICE:

THE CITY HALL (including the Museum, Library and Theatre) will be CLOSED for a month from date, for Decoration and Repairs.

The Chamber of Commerce and Brokers' Association will be open as usual.

All communications should be addressed, and all books on loan should be returned to the SECRETARY at the SUPREME COURT HOUSE.

By Order—
F. B. L. BOWLEY,
Secretary.
Hongkong, 5th June, 1901. [1425]

WAR DEPARTMENT CONTRACTS.

HONGKONG DISTRICT.

FIRMS desirous of having their names recorded on the LIST OF CONTRACTS who are invited to TENDER for the execution of WAR DEPARTMENT BUILDING, and ENGINEERING WORKS, are requested to make application by letter, addressed to the DISTRICT ENGINEER, Headquarter Offices.

War Department Works are divided into three classes, viz—
(a) Jobbing work, painting and repairs.

(b) New building's, or works, up to \$50,000 estimated value.

Contractors making application should state which one, or more, of these classes they desire to tender for, and must forward evidence of their capability of undertaking such contracts.

R. LITTLEDALE, Major, R.E.,
District Engineer in-Charge.
Royal Engineers' Office,
Hongkong, 4th June, 1901. [1421]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

FOREIGN ATTACHMENT.

SUIT NO. 61 OF 1901.

PLAINTIFF.—The KUNG SHUN BANK, of No. 129, Queen's Road Central, Victoria, Hongkong.

DEFENDANT.—LAI SUI CHUEN, carrying on business at No. 2, Yu Hing Lane and No. 17, On Yu Lane, Victoria, Hongkong, under the style of "HUNG CHEUNG."

NOTICE IS HEREBY GIVEN that a Writ of Foreign Attachment returnable on the 22nd day of June, 1901, at 10.30 of the clock in the forenoon, against all the Property moveable or immovable of the above named Defendant within the Colony, has been issued in this Suit pursuant to the Provisions of Section LXXXII of "The Hongkong Code of Civil Procedure."

Dated the 4th day of June, 1901.

WILKINSON & CRIST,
Solicitors for Plaintiff.
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA."

Captain Cox, will be despatched as above on SATURDAY, the 8th instant, at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 4th June, 1901. [1418]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE."

Captain St. John George, will be despatched for the above ports on THURSDAY, the 27th inst. at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

W.M.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to—

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 5th June, 1901. [1427]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge, or remaining on board after NOON, the 6th instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be counteracted by JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 4th June, 1901. [1419]

NEW ADVERTISEMENTS

FOR SALE.

O NE 6-Inch TRANSIT THEODOLITE
Apply to—
B. BROTHERTON HARKER,
17, Queen's Road Central.
Hongkong, 5th June, 1901. [1423]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship
"YUENSANG,"
Captain Rolfe, will be despatched as above on SATURDAY, the 8th inst., at NOON.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 4th June, 1901. [1420]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 11th instant will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 14th inst., or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 4th June, 1901. [1424]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,
TO MOREBOW (THURSDAY),

the 6th June, at 11 A.M., at their Sales

Rooms, 1st House Street,

A Consignment of AMERICAN FANCY LAMPS, GLOBES and SHADES.

Comprising of Murra, Narbo, Napa, Lurmo, X. 86, X. 87, Korka, B. B. 17, Kular, Kilva, Jon, Iglo, Jono, X. 110, Juno, Heron, Tola, Waldo, Arno, Bellor, Cess, Gleury, Horgo, Rochester, &c., &c.

Now on View.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 4th June, 1901. [1417]

A. LING & CO.,
FURNITURE STORE.

PLATED GLASS & CROCKERY WARE

Also FOOCHOW LACQUERED WARE

FURNITURE ON HIRE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 1st May, 1901. [1415]

FOR SALE.

EUROPEAN HOUSES at LEIGHTON HILL ROAD, 50% of the Purchase Money can remain on Mortgage or Tontine System. A Person with a very small saving can purchase one of these.

A. RUMJAHN.

Hongkong, 29th May, 1901. [1427]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the

POSITION of SUPERINTENDENT

of PUBLIC WORKS and GOVERNMENT

SURVEYOR. Applications and Copies of

Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th January, 1901. [1439]

ROYAL HONGKONG YACHT CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING

will be held in the CRICKET CLUB

PAVILION, on TUESDAY, the 11th June, at

5.30 P.M.

BUSINESS.

1. To receive and pay the Hon. Treasurer's

Accounts.

2. To elect the Officers and Committee for

the ensuing year.

3. To fix the value of the Club Prizes for

next season.

4. To fix the date of the first Club Race.

5. The following alterations to rules will be proposed—

(a) That the new Rating Rule adopted at a

General Meeting on February 11th shall remain

in force until June, 1903.

(b) That the new rating rule shall not apply

to existing Yachts, provided no alteration is

made in their hulls.

(c) That if the owner or partowner of a Yacht

makes an appointment with the Official Mea-

sure to measure the Yacht in which he is

interested and neglects to have the Yacht

ready for measurement at the appointed time

and place, he shall forfeit a fine of \$5.

(d) A Fee of \$1 shall be charged for every

certificate after the first each season, subject to

the discretion of the Committee, who may

remit the fee in any special circumstances.

F. KOE, MAJOR.

Hon. Secy.

R. H. K. Y. C.

Hongkong, 3rd June, 1901. [1410]

NOTICE.

THE above Company is prepared to supply

the shipping in Hongkong with PURE

and FILTERED WATER both for deck and

boilers.

Call Flag W.

J. W. KEW,
Manager.

T. JACKSON,
Chief Manager.

Hongkong, 30th May, 1901. [1379]

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE ANNUAL GENERAL MEETING

will be held in the CRICKET CLUB

PAVILION, on TUESDAY, the 11th June, at

5.30 P.M.

INSURANCES

"L'UNION"
FIRE INSURANCE COMPANY, LTD.
(Established 1829.)

THE Undersigned, having been appointed
GENERAL AGENT for the above
Company, is prepared to ACCEPT RISKS
at current rates.

Claims settled direct without reference to the
Head Office.

A. R. MARTY,
Agent.

Hongkong, 1st August, 1901. [1794]

"L'URBAINE"
FIRE INSURANCE COMPANY, LTD.
(Established 1838.)

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [1439]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSSSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [20]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at
Current Rates.

HOTZ, S. JACOB & CO.
Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned, having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSSSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [29]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1899
£14,400,089.

I. AUTHORIZED CAPITAL £3,000,000 0 0
SUBSCRIBED CAPITAL 2,750,000 0 0
PAID-UP CAPITAL 687,500 0 0
II. FIRE FUNDS 2,731,833 13 7

The Undersigned, having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at
Current Rates.

SHewan, Tones & CO.,
Agents.
Hongkong, 22nd June, 1900. [1872]

PHENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phenix Fire Office.
Hongkong, 17th August, 1887. [132]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA,
INCORPORATED 1851.

CAPITAL £10,000.

THE Undersigned, having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at
Current Rates.

W.M. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [185]

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are PREPARED TO ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSSSEN & CO.,
Agents.
Hongkong, 20th May, 1895. [133]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are prepared
to ACCEPT RISKS against FIRE at
Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [194]

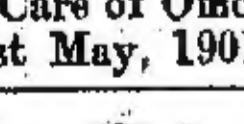
WANTED.

BY a YOUNG GENTLEMAN (now
employed in a Large Mercantile Office)
who has a Good Knowledge of Shipping
and General Office Work, and is also a Sten-
ographer, Position as OFFICE ASSISTANT
here or Outports.

Address—
C.
Care of Daily Press Office.
Hongkong, 1st June, 1901. [1404]

WANTED by a BACHELOR, a
FURNISHED HOUSE at the PEAK
for July to September.
Apply, stating Rent, to—
"PEAK".

Care of Office of this Paper.
Hongkong, 31st May, 1901. [1395]



CANDIDATES FOR POLICE in NAVAL
YARD REQUIRED. Must be of Good
Character and British Birth, between 23 and
35 years of age.

Apply with Papers to—
COMMANDER,
H. M. Naval Yard.
Hongkong, 25th April, 1901. [1106]

AMERICAN SYSTEM

DENTISTRY
AT
NO. 39, QUEEN'S ROAD CENTRAL
CHADWICK KEW
(LATE OF POOLE & NORTON)
Hongkong, 15th September, 1899. [1055]

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON,
Contractor; 20, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.

Mechanics engaged, Estimates given

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aera-
tated Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite, Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo

PHOTOGRAPHERS

A FONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Engravings, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Develop-
ment Works. Amateurs' Requisites

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

PAINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Ship Chandlars, Sail-
makers, Provision and Coal Merchants, Pow-
erhouse Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlars,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineering Tools, Brads and Iron Mer-
chants, 144, Des Vaux Road.

MORE & SEIMUND,
43 and 45, Des Vaux Road. Shipchandlers,
Sailmakers, Engineers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Grey-
hound Brand") and Blundell,
Spence & Co.'s Composition.

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at

16, Queen's Road Central
(R. HOUGHTON & CO.)
(Nearly opposite the HONGKONG HOTEL).
Business Hours: ... 9 a.m. to 5 p.m.

A great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of "Eye Strain"
ending in serious forms of disease. Glasses
especially adapted to youth to those requiring
them save and preserve the sight.

Constantly recurring headaches, spells of
dizziness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requiring
Glasses only to correct and cure.

MR. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE.

LAUNCHES FOR SALE.

TWO are—Length, 52 feet over all; Breadth,
11 feet 6 inches; Depth, 6 feet 6 inches;
Compound Surface Condensing Engine, 8 inches
by 16 inches; Boiler, 6 by 7; Stroke, 12 inches;
Working Pressure, 125 lbs.

ONE is—Length, 67 feet over all; Breadth,
12 feet 6 inches; Depth, 6 feet 6 inches; Com-
pound Surface Condensing Engine, 9 inches
by 18 inches; Boiler, 6 by 7; Working Pressure
125 lbs.

The above Three Launches were built in
Hongkong, October 1893, under the Super-
vision of Captain F. D. Goddard, Marine
Surveyor.

Plans and Specifications of the same can be
seen. Please apply to—

TUNG TAI & CO.,
Engineers and Shipbuilders, 23,
Praya East, Wan Chai.
Hongkong, 15th April, 1901. [1021]

[ALL RIGHTS RESERVED.]

THE RESEARCHES OF MR.
CROZIER.

BY
ADELINE SERGEANT
(Author of "The Story of a Penitent Soul," &c.)

I was surprised that no one had met me at the
little railway station on a branch line from the
line at which I had been instructed to alight;
neither messenger nor conveyance of any sort
had appeared on the scene, and the one I had
belonging to the village in had been secured
only with some delay and difficulty. My aunt
had invited me to the house, and she might have
had the courtesy to send someone to meet me.

As the boy rambled slowly along the rough
road, and the deepening darkness blotted out by
degrees all details of the landscape, I settled
myself into the corner, and almost marvelled
why I had come so far on what might be a
fool's errand after all. But I was poor, a strug-
gling young doctor with few friends, and
sombre prospects: I had no right to throw
away a single chance which promised anything
for the future.

I had received some time previously a letter
from a highly respectable firm of solicitors which
informed me that their client, Miss Catherine
Desmond, the owner of Southwark Hall, and some
property in Cumberland, had reason to
think that I was a relation of hers, and since
she had for kinship living, she would be glad
to know something of my family history, and if
I turned out to be a connection of hers, to
make my acquaintance. The solicitors' letter
concluded with the recommendation to me not
to neglect this opportunity of making myself
known to her.

It was easy enough to discover the links of
relationship between Miss Desmond and myself.
My mother's name had been Desmond, and she
was Miss Catherine Desmond's niece. She had
married my father, and her early death had
left me without much information about her
relations. It seemed clear, however, that Miss
Desmond was my great aunt, and I felt myself
justified in accepting her invitation to stay
with her a few days at Southwark Hall. Hence
my journey from London, and my arrival
at the little station five miles away from her
house at the close of the day.

Suddenly the cab drew up with a jerk. I
heard a sound of wheels, and looking out I saw
the outline of a horse and carriage, with high
flashing lamps drawn up alongside of our own
while a fresh girlish voice rang out upon the
still November air.

"Is a gentleman from London in your
house?" asked the old flyman made an
answer in a mumble voice.

"I am Philip Stanfield on my way to South-
wark Hall."

"Oh, that's all right," came the cheerful an-
swer, "there was a mistake about your train, or
I should have met you at the station. Do you
prefer your fly, or will you mount up before
the fly."

As well as I could make out in the dim light,
the speaker who was driving was both young
and pretty. Her voice was sweet and yet
determined; it sounded as though its owner
possessed a will of her own, but at the same
time a bright and cheerful disposition. I was
surprised to find that she had no groom with
her, but she seemed perfectly capable of
managing the spirited mare that she was
driving.

"I am so sorry," she began, "you must have
thought us very inhospitable, but the fact was
my aunt and I did not know that your train
would be so soon. She is my great aunt as
you know," she went on. "I am Dorothy
Desmond, the daughter of her nieces, I believe, so
we are second cousins."

"I did not know until a short time ago that
I had a relation in the world," I answered. "It
is delightful to find that I am not so lonely as
I supposed."

"I suppose we are the last of the family,"
said Dorothy, as we drove slowly along the
road. "Aunt Catherine is growing very in-
firm, and you must not mind if I say it to
you in confidence—she is sometimes a little
eccentric. I wanted to say this to you before
you met her, and that was why I drove

"I am so sorry," she began, "you must have
thought us very inhospitable, but the fact was
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is delightful to find that I am not so lonely as
I supposed."

"I suppose we are the last of the family,"<br

VESSELS ADVERTISED AS LOADING.

DESTINATION	VEHICLE'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CORONADEL	Brit. str.	—	F. W. Vibert, E.N.E.	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON	DARDANUS	Brit. str.	—		BUTTERFIELD & SWINE	On 11th inst.
LONDON	MACHAO	Brit. str.	—		BUTTERFIELD & SWINE	On 23rd inst.
LONDON	GLENCAIRN	Brit. str.	—	J. S. Stevenson, C. C. Talbot, E.N.E.	MCGREGOR BROS. & GOW	On 28th inst.
LONDON	JAPAN	Brit. str.	—		P. & O. S. N. Co.	On or about 29th inst.
LONDON	PROMETHEUS	Brit. str.	—		BUTTERFIELD & SWINE	On 9th July.
LONDON	RIPIUS	Brit. str.	—		BUTTERFIELD & SWINE	On 10th inst.
LIVERPOOL DIRECT	HAMBURG	Ger. str.	—		MELCHERS & CO.	On 13th inst., at Noon.
BREMEN, VIA PORTS OF CALL	SOCOTRA	Brit. str.	—		P. & O. S. N. Co.	On or about 15th inst.
MARSEILLES & LONDON	SHINANO MARU	Jap. str.	—	T. Hide, E.N.E.	NIPPON YUSEN KAISHA	On 14th inst., at Daylight.
MARSEILLES, LONDON & BARROW, V. S'PORE, &c.	NATAL	Fren. str.	—	G. E. T. Cook	MESSAGERIES MARITIMES	On 17th inst., at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	HITACHI MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 28th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	SABENA	Ger. str.	—		HAMBURG-AMERIKA LINIE	On 6th inst.
HAVRE & HAMBURG VIA FOOCHOW	WITTEMBERG	Ger. str.	—		HAMBURG-AMERIKA LINIE	On 12th inst.
HAVRE, BREMEN & HAMBURG	NURNBERG	Ger. str.	—		HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	SAMBIA	Amr. str.	—		SANDER, WIELER & CO.	On 15th inst.
HAVRE & HAMBURG	INDIA	Brit. str.	—		DODWELL & CO., LIMITED	On 14th inst.
TRIESTE, &c., VIA PORTS OF CALL	HILLGREN	Brit. str.	—		MCGREGOR BROS. & GOW	On or about 20th inst.
NEW YORK VIA PORTS & SUZU CANAL	GLENCAIRN	Brit. str.	—		JAEDINE, MATHESON & CO.	On 25th inst.
NEW YORK VIA SUZU CANAL	INDRANI	Brit. str.	—		CAILLOWITZ & CO.	Quick despatch.
NEW YORK VIA SUZU CANAL	ARABA	Amr. ship.	—		SHEWAN, TOME & CO.	To-day.
VANCOUVER, VIA SHANGHAI, &c.	L. SCHEPP	Brit. str.	—	R. Archibald, E.N.E.	CANADIAN PACIFIC R. CO.	On or about 12th inst.
VANCOUVER, VIA MOJI, &c.	ATHENIAN	Brit. str.	—	H. Mowatt, E.N.E.	CANADIAN PACIFIC R. CO.	On 7th inst.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	BRAMMAR	Brit. str.	—		DODWELL & CO., LIMITED	On 10th inst., at 4 P.M.
PORTLAND (OR.)	KAGA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 18th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	INDRAVELLI	Jap. str.	—		TOYO KISEN KAISHA	On 11th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Anr. str.	—		PACIFIC MAIL S. C. CO.	On 18th inst., at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	PEBU	Brit. str.	—		BUTTERFIELD & SWINE	On 20th inst.
AUSTRALIAN PORTS	BELGIAN KING	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 10th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—		NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
YOKOHAMA DIRECT	ARILIE	Jap. str.	—		MITSU BUNSAN KAISHA	On 7th inst., at 4 P.M.
KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—		MITSU BUNSAN KAISHA	To-day, at Noon.
KOBE & YOKOHAMA	TOSA MARU	Jap. str.	—		MITSU BUNSAN KAISHA	To-morrow, at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—		MITSU BUNSAN KAISHA	On 21st inst., at Daylight.
WEIHAIWEI & TIENTSIN	KWEIYANG	Brit. str.	—		MITSU BUNSAN KAISHA	On 21st inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SYDNEY	Fren. str.	—		BUTTERFIELD & SWINE	To-day.
ANPING, VIA SWATOW & AMOY	CHUSAN	Brit. str.	—		MESSEGERIES MARITIMES	On or about 5th inst.
FOOCHOW VIA SWATOW & AMOY	MAIDZURO MARU	Jap. str.	—		P. & O. S. N. CO.	On or about 7th inst.
TAMSU VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—		MITSU BUNSAN KAISHA	On 12th inst.
MANILA & ILOLO	DAIJIN MARU	Brit. str.	—		MITSU BUNSAN KAISHA	To-morrow, at Daylight.
MANILA	SUNGKANG	Brit. str.	—		MITSU BUNSAN KAISHA	On 9th inst.
MANILA	PERLA	Brit. str.	—		BUTTERFIELD & SWINE	To-day.
SINGAPORE, PENANG & CALCUTTA	YUENSANG	Brit. str.	—		MESSEGERIES MARITIMES	On 27th inst., at 4 P.M.
YAP, SAIPAN, GUAM, PONAPE, &c.	CHANGSHA	Brit. str.	—		MITSU BUNSAN KAISHA	On 7th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	CHELYDRA	Brit. str.	—		MITSU BUNSAN KAISHA	To-morrow, at Daylight.
BOMBAY, VIA SINGAPORE & COLOMBO	LOUISE J. KENNY	Amr. str.	—		MITSU BUNSAN KAISHA	On 21st inst., at Daylight.
BOMBAY, VIA SINGAPORE & COLOMBO	BORNIDA	Ital. str.	—		MITSU BUNSAN KAISHA	On 13th inst., at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	MIIKE MARU	Jap. str.	—		MITSU BUNSAN KAISHA	On 21st inst., at Noon.

SHIPPING.

VESSELS ON THE BERTH

ARRIVALS.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOATS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"SYDNEY."

Captain Albert will be despatched for the above ports on or about WEDNESDAY, the 5th June.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 29th May, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi will be despatched for the above ports to MORROW, the 6th June, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 4th June, 1901.

FOR YAP, SAIPAN, GUAM, PONAPE AND THE EASTERN CAROLINE ISLANDS.

THE Vessel

"LOUISE J. KENNY"

will be despatched for the above ports on or about 6th June.

For Freight, apply to B. J. BARLOW, Agent.

Queen's Buildings, Hongkong, 4th June, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA."

Captain Geo. Baxland will be despatched as above on FRIDAY, the 7th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN TOME & CO., General Managers.

Hongkong, 3rd June, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSU VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ota will be despatched for the above ports on SUNDAY, the 9th June.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd June, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to the BEAISLS, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS)

THE Company's Steamship

"INDIA."

Captain St. John George will be despatched as above on SATURDAY the 15th inst.

For information as to Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st June, 1901.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship

"AIRLIE."

Captain St. John George will be despatched as above on TUESDAY, the 5th June, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st June, 1901.

VESSELS IN DOCK.

ABERDEEN DOCKS—Universal.

KOWLOON DOCKS—U.S.S. Bennington, Burnside, Meade, Union, Iris, Atherton, June, June, St. Louis, Hesper, Prometheus.

CONMOPOLITAN DOCK—Colonies, Simongan, Juncion, Air.

SHIPPING REPORTS.

The British steamer *Chingsha*, from Kobe 29th May, had light winds and fine weather throughout.

The Japanese steamer *Kaga Maru*, from Yokohama 26th May, had fine weather with moderate breeze.

The British steamer *Yuenyang*, from Manila 1st June, experienced moderate wind and sea with heavy rain squalls throughout the voyage.

The British steamer *Chelydra*, from Calcutta 16th May, via Penang and Singapore 29th, had fine weather with variable winds throughout.

The British steamer *Wooning*, from Shanghai 31st May, had moderate S.E. wind and rain to Tung Yung; thence to port light variable winds and fine weather.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.

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